

**2009 DRAFTING REQUEST**

**Assembly Amendment (AA-ASA1-AB75)**

Received: **06/11/2009**

Received By: **agary**

Wanted: **As time permits**

Identical to LRB:

For: **Legislative Fiscal Bureau**

By/Representing: **Dyck**

This file may be shown to any legislator: **NO**

Drafter: **agary**

May Contact:

Addl. Drafters:

Subject: **Transportation - mass trnst/rail**

Extra Copies: **EVM**

Submit via email: **YES**

Requester's email:

Carbon copy (CC:) to: **aaron.gary@legis.wisconsin.gov**

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**Pre Topic:**

LFB:.....Dyck, Rail stop

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**Topic:**

Requiring a high speed rail stop in Waterloo

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**Instructions:**

See attached

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**Drafting History:**

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/1	agary 06/11/2009	jdyer 06/11/2009	phenry 06/11/2009	_____	sbasford 06/11/2009		
/2	agary 06/11/2009	jdyer 06/11/2009	rschluet 06/11/2009	_____	mbarman 06/11/2009		

FE Sent For:

<END>

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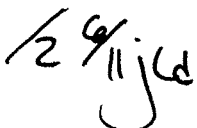

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/1	agary	1 6/11 jld	6/11 ph	6/11 ph			
FE Sent For:							
<END>							

## Gary, Aaron

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**From:** Dyck, Jon  
**Sent:** Thursday, June 11, 2009 8:45 AM  
**To:** Gary, Aaron; Mueller, Eric  
**Subject:** ADC amendments

**Attachments:** 20090611012603809.pdf; 20090610190922360.pdf; 20090610182558063.pdf; 20090611012626365.pdf

Here are a few amendments:

1. Sheboygan LRIP project:



20090611012603809.pdf (36 KB)

This is the same as vetoed section 9148(6n) of 2005 Act 25.

2. Driver's license suspension for failure to pay.



20090610190922360.pdf (118 KB)...

Eliminates material in LRB b0473/P1.

3. Transportation enhancements grant to Douglas County.



20090610182558063.pdf (21 KB)

Require the Department of Transportation to provide a grant from the transportation enhancements program to Douglas County for the construction of bike lanes to CTH B in the 2009-11 biennium and make the funding available until the project is complete. Specify that the grant shall be \$400,000 or 80% of the cost of the additional lanes, whichever is less.

4. Require a rail stop in Waterloo.



20090611012626365.pdf (185 KB)...

You can take a look at this, but I'm going to try to get some more clarification on this one.

**Jon Dyck**  
Fiscal Analyst  
Legislative Fiscal Bureau  
1 East Main, Suite 301  
Madison, WI 53703  
(608) 266-9919  
jon.dyck@legis.wisconsin.gov

Jorgensen - Lisa

*Assembly Democrats*  
**2009-11 Budget Amendment Request**

**Date:** 6-5-09

**Legislator:** Rep. Andy Jorgensen

**Staff Contact:** Darryl Teske

**Statement of Amendment Intent:** *Provide a short description summarizing the intent of your amendment.*

For the City of Waterloo either add language to get a high speed rail stop in Waterloo and/or give them top priority when discussions begin regarding a commuter rail.

**Agency:**

**Summary:** *Provide a thorough description. Please attach all supporting documentation and talking points.*

**THIS PROPOSAL WOULD HAVE NO FISCAL IMPACT**

There are several proposed stops along the high speed rail line between Milwaukee and Madison. However most of them are east of Watertown. Basically, this amendment requests Waterloo to receive the same priority as Oconomowoc or any other of the stops already planned along the route. Funding of the depot and all other fiscal issues can be addressed at a later time.

The train is going to be headed directly through the City of Waterloo, an area that has been affected by layoffs and business loss just like many other parts of the state. However, from an economic development standpoint Waterloo stands on the brink of a boom from a High Speed/commuter rail stop considering that the rail being used goes directly through the city under the current proposal.

Either a high speed rail stop or a commuter rail stop in the City of Waterloo, would expand Waterloo's economic development efforts but also those same economic development efforts in surrounding communities. In light of Waterloo and its surrounding area lacking population capacity, by virtue of the State of Wisconsin designating Waterloo as either a high speed rail and commuter rail stop, would draw the attention of residential and commercial developers as well as venture capital for new businesses seeking to locate here. In essence it would follow the adage "If you build it, they will come." Hence, Waterloo and the surrounding region would be a draw to people and businesses, creating jobs, increasing home sales, increasing the tax base and consequently increasing local and state revenues at the very least through property, fuel and sales taxes.

Economic development, relating to job creation, shopping, leisure activities and services, should not be designed and located on the assumption that the automobile will represent the only realistic means of access for the vast majority of people. Subscribing to the philosophy that a rising tide lifts all boats, as an economic development driver, a high speed rail stop, commuter rail stop or both would help to facilitate the following for both Waterloo and the northwest region of Jefferson County:

- Promote regional collaboration
- Promote growth around the new rail station
- Target growth opportunities especially in the health and new technology sectors
- Promote a climate for entrepreneurialism
- Create rail related jobs in management, administration, service, support and maintenance
- Aids in connecting mature and senior citizens to the amenities of larger communities while providing safe and inexpensive access to friends and family living in the region.
- Attract, encourage and provide access to educational and research institutions
- Retain and attract a diverse and multi-talented workforce
- Attract more individuals interested in re-skilling or re-tooling themselves through Waterloo's Quadripartite training facility (Waterloo's Mauneshia Business Center) that is being financed through local, state and federal funds and in partnership with Portage, Reedsburg and MATC. This would be a great return on each of the respective government's investment.
- Promote tourism, through regional branding, to our natural assets via our rivers, creeks, wetlands and woodlands, along with our hiking and biking trails.
- Waterloo would serve as a transportation hub via a park and ride facility, terminal location for bus, shuttle, taxis, community car and other complementary feeder elements. These same feeder elements would create an additional transportation network for not only Jefferson County, but also for the adjacent counties of Columbia, Dane and Dodge.

Additionally, the Trek bicycle company has its headquarters in the City of Waterloo and is Jefferson County's largest employer. Trek is interested in having Waterloo as a commuter rail stop, since significant portion of Trek's employees live on or near the east side of Madison. The benefits of commuter rail to Trek's employees would be as the only form of public transportation, serving as an alternative to cars, shuttles and van pools. In addition, we are working with Trek to discuss the transportation of employees from the train stop to the factory to encourage employees to use public transportation.

Trek would be able to use the commuter rail in its recruiting materials, as the availability of a commuter train would make it more attractive to people who currently live in Madison or would want to come to Trek from other urban areas. If the commuter train operated a regular service, some of Trek's employees and their family members who lived in Waterloo or the immediate vicinity, would use it to commute into Madison for personal trips involving shopping, entertainment and access to the Madison regional airport. Regular commuter train service could make Waterloo more attractive as a place

to live, especially for current and future Trek employees. Nonetheless, the take home message from Trek is that its business would benefit by attracting and retaining a highly skilled workforce and offering a better quality of life to its employees and their family members.

The current rail line passing through Waterloo and owned by the state of Wisconsin, will be upgraded to support high speed rail. Consequently, Waterloo could best serve the regional transit system as a transportation hub drawing riders from Columbia, Dane, Dodge and Jefferson counties. Regional economic development would be promoted and stimulated by providing a reliable affordable link between businesses, jobs, a large, diverse and talented regional workforce along with access to world class research and educational institutions. A high speed regional rail stop/station in conjunction with a commuter rail stop addresses both Waterloo's and Jefferson County's transportation strategies when implementing their respective state required comprehensive development plans.

**Fiscal Impact:** NONE

**Funding Source** *(if applicable):*



State of Wisconsin  
2009 - 2010 LEGISLATURE

LRBb0930/1

ARG: a:...

jld

LFB:.....Dyck, Rail stop<sup>✓</sup> Requiring a high speed rail stop in Waterloo<sup>✓</sup>

**FOR 2009-11 BUDGET -- NOT READY FOR INTRODUCTION**

**ASSEMBLY AMENDMENT ,**

**TO ASSEMBLY SUBSTITUTE AMENDMENT 1,**

**TO 2009 ASSEMBLY BILL 75**

1 At the locations indicated, amend the substitute amendment<sup>✓</sup> as follows:

2 **1.** Page 1061, line 13: after that line insert:<sup>✓</sup>

3 **"SECTION 1928b.** 85.022 (2) (c)<sup>✓</sup> of the statutes is created to read:

4 85.022 (2) (c) If the department studies high-speed<sup>✓</sup> rail service or commuter  
5 rail service between the cities<sup>✓</sup> of Milwaukee<sup>✓</sup> and Madison<sup>✓</sup>, in assessing where stops  
6 may be located the department shall give priority to a stop in the<sup>✓</sup> city of Waterloo in  
7 Jefferson County.<sup>✓</sup> The department may not provide funding under s. 85.061 (3) (a)  
8 1. for a high-speed rail or commuter rail route between the<sup>✓</sup> cities of Milwaukee<sup>✓</sup> and  
9 Madison<sup>✓</sup> unless the requirement under this<sup>✓</sup> paragraph is satisfied."<sup>✓</sup>

10 (END)

**Gary, Aaron**

---

**From:** Dyck, Jon  
**Sent:** Thursday, June 11, 2009 11:40 AM  
**To:** Gary, Aaron  
**Subject:** Waterloo rail stop (LRB 0930/1)

I talked to the ADC point person on the Waterloo issue and she said the caucus wants just a study of the feasibility of adding a Waterloo stop on any high-speed rail route between Milwaukee and Madison. You can ignore the commuter rail issue.

**Jon Dyck**  
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1 East Main, Suite 301  
Madison, WI 53703  
(608) 266-9919  
[jon.dyck@legis.wisconsin.gov](mailto:jon.dyck@legis.wisconsin.gov)



State of Wisconsin  
2009 - 2010 LEGISLATURE

LRBb0930/2  
ARG:jld:ph

RMR

LFB:.....Dyck, Rail stop Requiring a high speed rail stop in Waterloo

**FOR 2009-11 BUDGET -- NOT READY FOR INTRODUCTION**

**ASSEMBLY AMENDMENT ,**

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include in its consideration a

of  
study the feasibility of including

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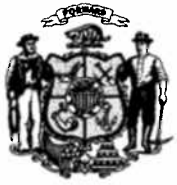
3 **"SECTION 1928b.** 85.022 (2) (c) of the statutes is created to read:

4 85.022 (2) (c) If the department <sup>considers a</sup> ~~provides~~ high-speed rail <sup>route</sup> ~~service or commuter~~  
5 ~~rail service~~ between the cities of Milwaukee and Madison, ~~in assessing where stops~~

6 ~~may be located~~ the department shall ~~give priority to~~ a stop in the city of Waterloo in  
7 Jefferson County. The department may not provide funding under s. 85.061 (3) (a)

8 1. for a high-speed rail or commuter rail route between the cities of Milwaukee and  
9 Madison unless the requirement under this paragraph is satisfied".

10 (END)



State of Wisconsin  
2009 - 2010 LEGISLATURE

LRBb0930/2  
ARG:jld:rs

LFB:.....Dyck, Rail stop Requiring a high speed rail stop in Waterloo

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3 **"SECTION 1928b.** 85.022 (2) (c) of the statutes is created to read:

4 85.022 (2) (c) If the department considers a high-speed rail route between the  
5 cities of Milwaukee and Madison, the department shall include in its consideration  
6 a study of the feasibility of including a stop in the city of Waterloo in Jefferson  
7 County."

8 (END)